

EXECUTIVE SUMMARY

REGIONAL TRANSPORTATION PLAN/SUSTAINABLE COMMUNITIES STRATEGY



EXECUTIVE SUMMARY

The 2014 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) represents a new chapter in the development of the San Joaquin region's transportation system. Referred to as "The Plan," the Plan incorporates the clear mandate from the citizens of San Joaquin County who succeeded in 2006, with 78 percent of the vote, to extend Measure K an additional 30 years. It is comprehensive in its response to new federal statutes embodied in the MAP-21 (Moving Ahead for Progress in the 21st Century) and state statutes including Senate Bill (SB) 375. The Plan continues to provide a "sustainability vision" for 2040 that recognizes the significant impact the transportation network has on the region's public health, mobility, and economic vitality. As the region's comprehensive long-range transportation planning document, the Plan serves as a guide for achieving public policy decisions that will result in balanced investments for a wide range of multimodal transportation improvements.





Senate Bill 375

With the passage of SB 375 in 2009, metropolitan planning organizations were required to develop a Sustainable Communities Strategy (SCS). An SCS must demonstrate an ambitious, yet achievable, approach to how land use development and transportation can work together to meet greenhouse gas emission reduction targets for cars and light trucks. These targets, set by the California Air Resources Board, call for the region to reduce per capita emissions 5 percent by 2020 and 10 percent by 2035. If a metropolitan planning organization is unable to meet the targets through the SCS, then an alternative planning strategy must be developed which demonstrates how targets could be achieved.

As the metropolitan planning organization and the regional transportation planning agency for San Joaquin County, the San Joaquin Council of Governments (SJCOG) has developed its first RTP that incorporates an SCS. It is important to note while the RTP builds the SCS as a new element along with the traditional policy element, action element, and financial element, this is not the first plan with sustainability features. San Joaquin's RTP has always embodied policies and strategies committed toward sustainability through air quality measures, environmental preservation and conservation objectives, and growth management strategies.

What is the RTP/SCS (The Plan)?

The Plan reflects a region-specific, balanced multimodal plan that not only achieves the intent and promise of SB 375, but can be implemented through existing and planned programs or policies. In fact, the development of the Plan began from extensive work already rooted in existing plans and programs. The Plan foundation comprises recent household and job growth forecasts, market demand and economic studies, and transportation studies including SJCOG's Smart Growth Transit Oriented Development Plan, Goods Movement Study, and Regional Bike/Pedestrian Master Plan. The achievements of the plan are summarized in Figure ES.1

Civic Engagement

This Plan embodies local visions through local input. Local experts in the fields of housing, land use, environment, and public works participated in the RTP/SCS development through a formal advisory committee or through other avenues of public feedback (e.g., workshops, online input through social media or web surveys, and public comment opportunities at SJCOG committees and board meetings).

Figure ES.1 What's in it for me?





These interests provided perspectives on economic development, environmental preservation, air quality, public health, environmental justice, and farmland conversation/preservation which all helped to reshape existing RTP goals, policies, and objectives. A series of public workshops to get feedback from the public also guided the direction of transportation investments for the region within the context of San Joaquin's future population, employment, and housing growth.

Policies and Supportive Strategies

The Plan can be considered the San Joaquin region's "statement of priorities" for the future transportation system from 2012 through 2040. Therefore, at the highest level, the policies, supportive strategies, and performance indicators for this document are all designed to articulate: (1) what the region wants the future transportation system to look like; (2) what types of decisions will help the region attain its vision; and (3) the performance measures or indicators by which the region can assess its progress. In fact, establishing clear linkages between the broad, value-laden goals and the more specific performance indicators helps to provide a tangible path toward feasible implementation. The policies and supportive strategies are identified in Figure ES.2



Figure ES.2

Policy and Supportive Strategies	
Policy: Enhance the Environment for Existing and Future Generations and Conserve Energy	
Strategy #1:	Encourage Efficient Development Patterns that Maintain Agricultural Viability and Natural Resources
Strategy #2:	Enhance the Connection between Land Use and Transportation Choices through Projects Supporting Energy and Water Efficiency
Strategy #3:	Improve Air Quality by Reducing Transportation-Related Emissions
Policy: Maximize Mobility and Accessibility	
Strategy #4:	Improve Regional Transportation System Efficiency
Strategy #5:	Optimize Public Transportation System to Provide Efficient and Convenient Access for Users at All Income Levels
Strategy #6:	Facilitate Transit-Oriented Development to Maximize Existing Transit Investments
Strategy #7:	Provide Transportation Improvements to Facilitate Non-Motorized Travel
Strategy #8:	Improve Major Transportation Corridors to Minimize Impacts on Rural Roads
Policy: Increase Safety and Security	
Strategy #9:	Facilitate Projects that Reduce the Number of and Severity of Traffic Incidents
Strategy #10:	Encourage and Support Projects that Increase Safety and Security
Strategy #11:	Improve Communication and Coordination between Agencies and Public for Emergency Preparedness
Policy: Preserve the Efficiency of the Existing Transportation System	
Strategy #12:	Optimize Existing Transportation System Capacity through Available and/or Innovative Strategies
Strategy #13:	Support the Continued Maintenance and Preservation of the Existing Transportation System
Strategy #14:	Encourage System Efficiency with Transportation Improvements that Facilitate Great Jobs/Housing Balance
Strategy #15:	Improve Transportation Options Linking Residents to Employment Centers within and out of the County
Policy: Support Economic Vitality	
Strategy #16:	Improve Freight Access to Key Strategic Economic Centers
Strategy #17:	Promote Safe and Efficient Strategies to Improve the Movement of Goods by Water, Air, Rail, and Truck
Strategy #18:	Support Transportation Improvements that Improve Economic Competitiveness and/or Revitalization of Commercial Corridors and Strategic Economic Centers

Policy and Supportive Strategies

Policy: Promote Interagency Coordination and Public Participation for Transportation Decision-Making and Planning Efforts

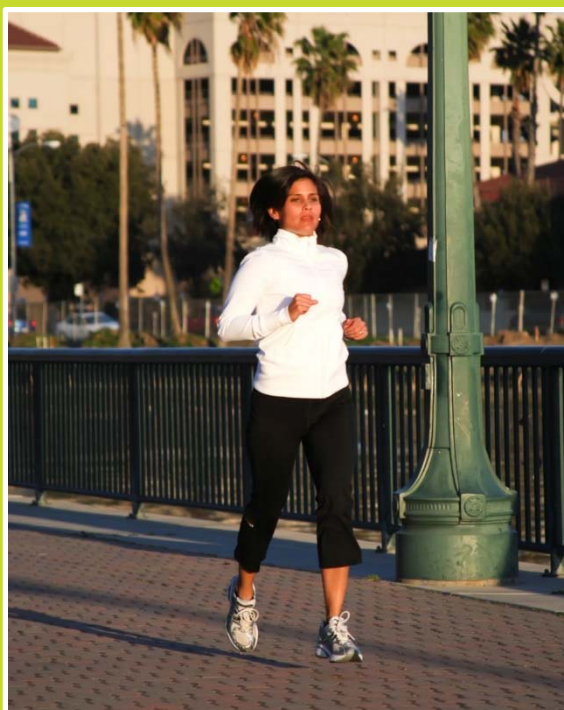
- Strategy #19: Provide Equitable Access to Transportation Planning
- Strategy #20: Engage the Public Early, Clearly, and Continuously
- Strategy #21: Use a Variety of Methods to Engage the Public, Encouraging Representation from Diverse Income and Ethnic Backgrounds

Policy: Maximize Cost-Effectiveness

- Strategy #22: Support the Use of State and Federal Grants to Supplement Local Funding and Pursue Discretionary Grant Funding Opportunities from Outside the Region
- Strategy #23: Support Projects that Maximize Cost Effectiveness
- Strategy #24: Maximize Funding of Existing Transportation Options

Policy: Improve the Quality of Life for Residents

- Strategy #25: Encourage Transportation Investments that Support a Greater Mix of Housing Options at All Income Levels
- Strategy #26: Improve the Connection Between Land Use and Transportation
- Strategy #27: Enhance Public Health through Active Transportation Projects

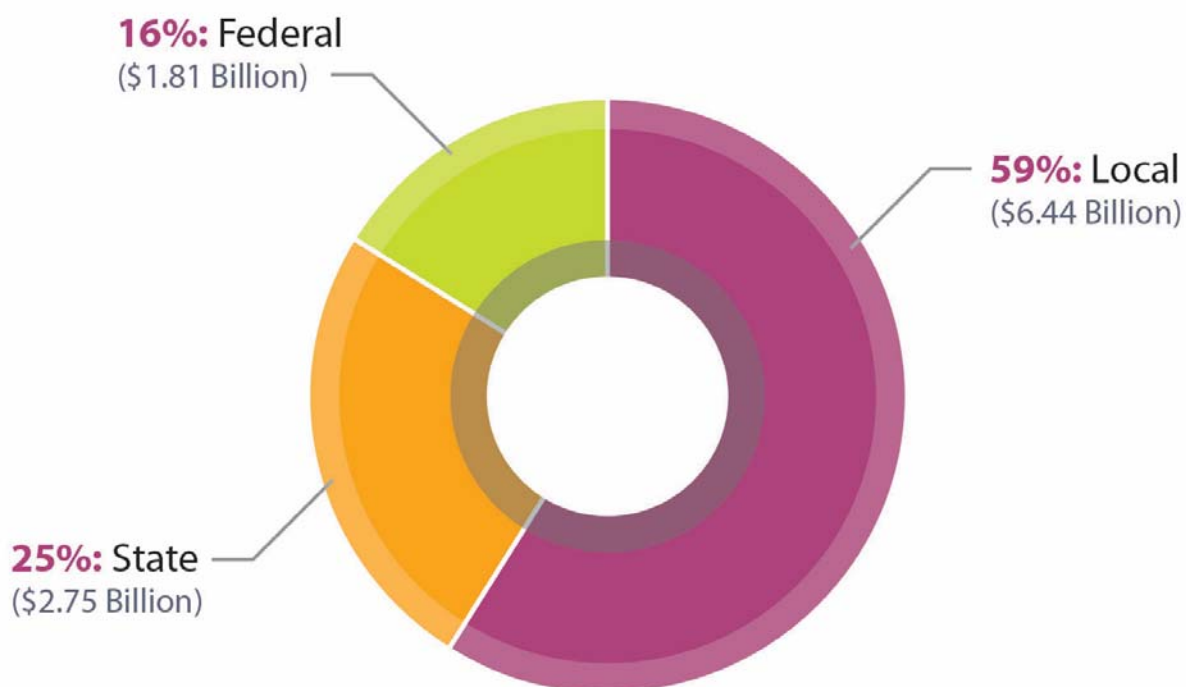


Financial Plan

The investment strategy is a balanced approach to multimodal development intended to fulfill the objectives and performance indicators which guide the Plan and move toward achievement of the long-term transportation goals for the region. The transportation investments in the Plan are based on

an estimate of available funding through 2040 including reasonably expected federal, state, and local revenue sources. In total, the Plan assumes \$11 billion in projected revenues to be available within the time period to 2040, from sources as illustrated in Figure ES.3

**Figure ES.3: Revenue Forecast by Fund Source
(years 2014-2040)**





Some features of the financial plan are:

- Provides \$3.52 billion to transit including bus and passenger rail. This represents a 28.1 percent increase in transit funding over the 2011 RTP.
- Reduces investment in roadway capacity expansion by \$3.27 billion, a 26.3 percent decrease from the 2011 RTP which directly translates into major reductions in vehicle emissions.
- Over \$7 billion of the \$11 billion in RTP/SCS investments are for state highway and regional roadway maintenance and expansion.
- Provides investments in active transportation that fosters walking and biking. The total investment in active transportation infrastructure provides for over 822 miles of new Class 1, 2, and 3 bicycle lanes throughout San Joaquin County. An additional 6 percent of the

funds are identified for active transportation non-infrastructure investments. These projects include education, encouragement, and enforcement programs in support of walking and bicycling as well as planning and transit integration projects.

- The revenues established for community enhancements within the Plan are based upon a target to fund 75 percent (45 miles) of the roadway frontages adjacent to the infill “opportunity areas” identified in the 2012 SJCOG Regional Smart Growth and Transit-Oriented Development Plan and a cost per mile average of current streetscape projects.
- Invests of \$282 million in active transportation and community enhancements, a 78 percent increase from the 2011 RTP.

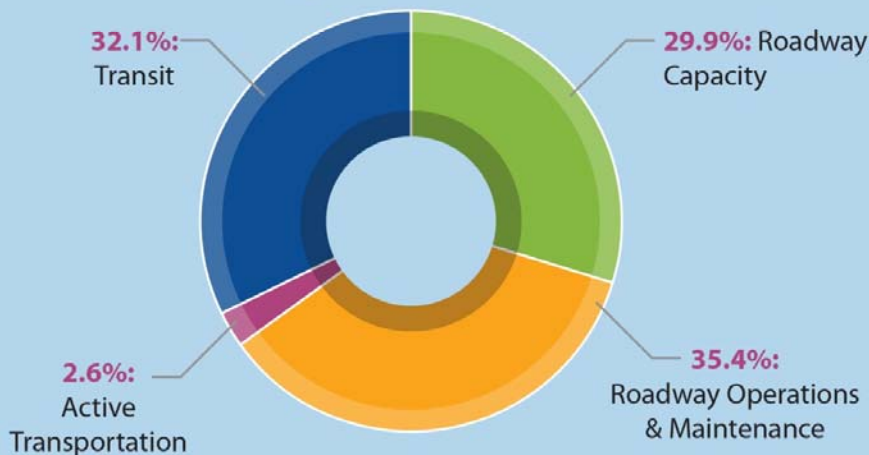
Plan Performance

Some key performance results of the Plan are summarized in Figure ES.4.



Sustainable Communities Strategy

Transportation Investments by Mode (years 2014-2040)



Reduced Greenhouse Gases

-23.9% by 2020 & -24.6% by 2035
from 2005 baseline

Enhancing the Environment



- **10,707 fewer** acres of Prime Farmland Developed
- Average residential household energy use decreases **45%**
- **193 gallons** of water per household saved every day

Preserving Efficiency of Transportation System

- **24%** of all Households and **39%** of all Jobs will be in a High Quality Transit Area by 2040
- Carpool lanes on I-5 and I-205
- Crosstown Freeway extension to Port of Stockton

Maximizing Mobility & Accessibility

- Expansion of Bus Rapid Transit
- Increased bus service frequency
- Altamont Corridor Express service to Ripon and Modesto
- New ACE Lathrop and Tracy alignment
- Decrease in congested travel time



Supporting Economic Vitality

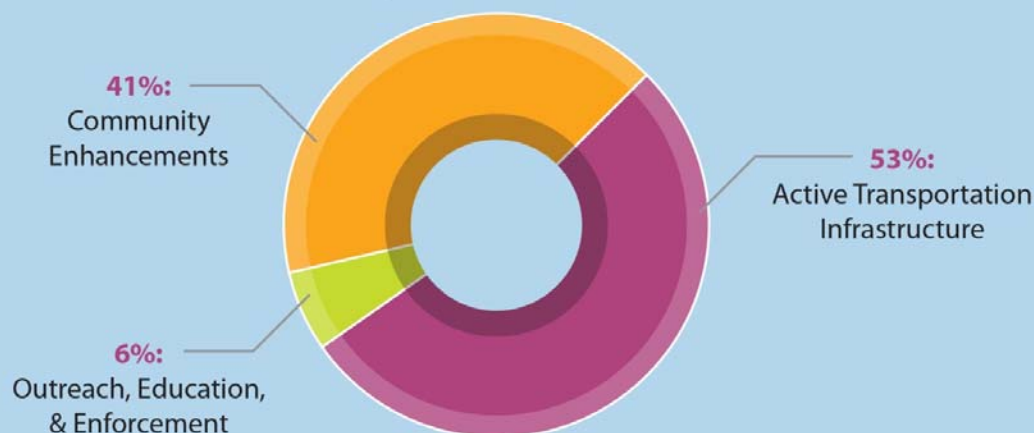


- Average of **4,833** full time equivalent **jobs created** by RTP projects annually
- Infrastructure improvements streamline goods movement



Sustainable Communities Strategy

Active Transportation Investments (years 2014-2040)



Increasing Safety & Security



- **\$190 Million** for railroad grade separations
- Modified interchange ramps
- Improved shoulders
- Electronic message boards, CCTV, synchronized traffic signals

Improving Public Health & Building Communities



Housing density increases from **4.4** to **9** units per acre
Transit Oriented Development and Smart Growth community enhancements:

- Improved Sidewalks
- Traffic Calming
- Pedestrian Street Lighting
- Landscaping

Expanding Active Transportation



- Near term and long term bicycle, pedestrian, and Safe Routes to School capital projects
- **78% more** invested in Active Transportation over 2011 RTP
- **822 miles** of new Class I, II, and III bike lanes

Ensuring Social Equity

- **6.5% higher** transit accessibility for communities of concern for routes with at least 2 buses per hour
- **0.26% decrease** in income spent on Transportation
- Increased variety of housing choices

